

**The Prince George's County Department of  
Public Works and Transportation**

**PUBLIC MEETING DOCKET  
Greenbelt Transit Restructure-10-12-10**

***TheBus* Greenbelt Area Transit  
Restructure**

**Greenbelt Community Center  
15 Crescent Road  
Greenbelt, MD 20770**

**\* Public Comment period ends November 13, 2010**

**TUESDAY, OCTOBER 12, 2010  
7:00 PM**



Jack Johnson  
County Executive

DPW&T - OT 10/10



Authorized By:

Haitham A. Hijazi  
Director

## BACKGROUND

### GREENBELT BUS SERVICE RESTRUCTURE PLAN

#### WMATA Budget

A major reason for moving the Greenbelt restructuring to the forefront of the Transit Service and Operations Plan (TSOP) recommendations to be implemented was that many of the underperforming Metrobus routes in the Greenbelt area came under scrutiny during the FY2010 and FY2011 WMATA budget planning cycles and were recommended for elimination. While service cuts were recommended to these routes for both fiscal years, a collaborative Greenbelt route restructuring provided the means to preserve at least the existing amounts of transit service in the Greenbelt area. A major advantage of the restructure was that the involved routes would not be considered for reduction in subsequent budget planning cycles. Instead, a time period would be allowed for the restructured services to mature and reach ridership levels which would help render them safe from further budget reduction considerations, and possibly could support future efforts to secure funding for new or additional service.

#### Purpose

In May 2009, Prince George's County initiated a major study process to examine the County's **TheBus** and the Washington Metropolitan Area Transit Authority's (WMATA) Metrobus network in the greater Greenbelt area. The Prince George's County Transit Service and Operations Plan (TSOP), adopted in May 2009, recommended that transit service in the Greenbelt area be restructured. The recommendation was made to address issues of service reliability and efficiency and route redundancy in order to improve ridership and services. The Greenbelt transit service restructure planning process was designed to maximize public, agency and city participation in order to achieve the twin goals of preserving the level of service dedicated to Greenbelt while improving ridership and service efficiency.

#### Planning Coordination

During the development process of the TSOP, the County committed to reviewing and incorporating appropriate aspects of Greenbelt's transit planning study entitled 'Maximizing Transit Opportunities.' This document outlined the reasons that a comprehensive route restructure was needed for the Greenbelt area. This document summarized the route inefficiency, service reliability and route duplication issues in Greenbelt. One reason for incorporating the Greenbelt rationalization study into the TSOP was to address these issues. The study's findings also reinforced the necessity of providing more efficient bus transit services in Greenbelt, utilizing existing resources, as the recent past and current budget experiences of the State, the County and WMATA precluded the utilization of additional subsidy to fund new or additional transit services in the Greenbelt area.

## Public Outreach

The Greenbelt service restructuring process encompassed a major, yearlong collaborative planning effort. Contributing to the goals of this plan were the DPW&T transit planning staff, City of Greenbelt planning staff, WMATA planners, members of Transit Riders United of Greenbelt (TRU-G), Greenbelt residents and elected officials. County transit planners engaged in three information workshops with WMATA transit planners, Greenbelt city planners, TRU-G members and Greenbelt residents. County planning staff began discussions with WMATA planners on ways to develop a more complementary and efficient bus route network in Greenbelt in May 2009. County and WMATA staff conducted ride and load checks to verify ridership on all eight existing and proposed routes covered under this plan.

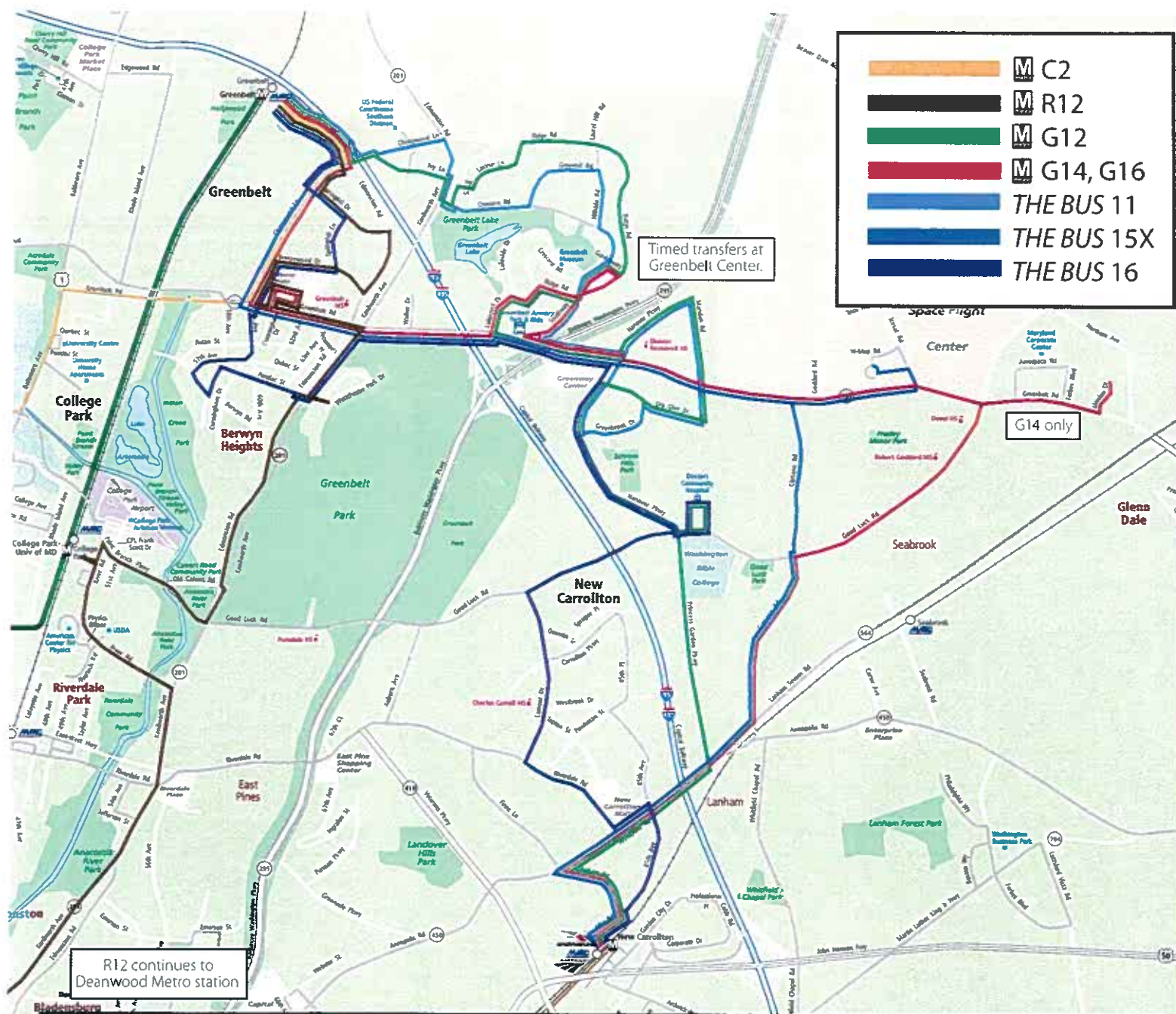
WMATA and County planners also engaged in no less than six meetings to discuss and review field work to determine optimum route alignments. Project status updates were provided at no less than five meetings with Greenbelt city planning staff. County and WMATA planning staff participated in two Greenbelt Advisory Planning Board sessions and two Greenbelt City Council sessions. Finally, County, WMATA, and Greenbelt planning staffs as well as TRU-G representatives and other individual citizens engaged in no less than 150 discussions via email and dozens of phone conversations on various route restructure topics and issues.

## Plan Scope

The Greenbelt transit restructure plan represents a cohesive planning approach. The resources that will be committed to each transit route are designed to provide the maximum benefit for the greatest good. The plan affected four Prince George's County **TheBus** routes and four Metrobus routes. A total of eight proposed routes will provide transit service Monday through Saturday in the Greenbelt area. Proposed **TheBus** service will be available in Greenbelt from 6:00 a.m. to 8:14 p.m., Monday through Friday, on proposed **TheBus** Routes 11, 15 Express and 16. Proposed Metrobus service will be available in Greenbelt from 4:23 a.m. to 1:48 a.m. each weekday and from 5:15 a.m. to 2:28 a.m. on Saturdays on four proposed Metrobus Routes C2, G12, G14/G16 and R12. Proposed **TheBus** service will generate approximately 96 bus trips daily as a result of the restructure. Proposed Metrobus service will generate approximately 313 bus trips.







## PROPOSED METROBUS AND *THE BUS* SERVICE FOR GREENBELT

Timed Metrobus transfers at Greenbelt Center for maximum flexibility.

(revised July 19, 2010)

## ROUTE DESCRIPTION FOR PROPOSED *TheBus* ROUTE 11

### Proposed Route 11 Service Area

Greenbelt Metrorail Station/Greenbelt Center/Hanover Parkway/Greenbelt East

### Proposed Route 11 Service Routing

Proposed *TheBus* Route 11 will operate from Greenbelt Metrorail Station, Greenbelt Metro Drive, Cherrywood Lane, MD Route 201 (Kenilworth Avenue), Crescent Road, Greenhill Road, Hillside Drive, Crescent Road, Southway, MD Route 193 (Greenbelt Road), Hanover Parkway, Greenbrook Drive, Ora Glen Drive, Mandan Road, Hanover Parkway, MD Route 193 (Greenbelt Road), then via the reverse of the above routing back to the Greenbelt Metrorail Station.

### Discontinued Route 11 Coverage

Service coverage along Cherrywood Lane south of Greenbelt Metro Drive Station discontinued on the proposed *TheBus* Route 11 alignment will be covered by the proposed *TheBus* Route 15 Express, the proposed *TheBus* Route 16, Metrobus Route C2, the proposed Metrobus Route G14/G16, and the proposed Metrobus Route R12. Discontinued *TheBus* Route 11 service along Breezewood Drive, Springhill Lane and Springhill Drive in the Springhill Lake community will be covered by the proposed *TheBus* Route 16, and the proposed Metrobus Route R12. In Springhill Lake, Metrobus Route R12 will connect Breezewood Drive and Springhill Drive via Edmonston Road instead of via Springhill Lane. Existing *TheBus* Route 11 service discontinued at Beltway Plaza will be provided by the proposed Metrobus Route G14/G16, and proposed Metrobus Route R12.

### Discontinued Route 15 Coverage

Existing *TheBus* Route 15 service on Cherrywood Lane south of Greenbelt Metro Drive will be discontinued. The proposed *TheBus* Routes 15 Express and 16, Metrobus Route C2, proposed Metrobus Routes G14/G16 and proposed Metrobus Route R12 will provide replacement coverage. Current *TheBus* Route 15 service in Berwyn Heights along 60th Avenue, Cunningham Drive, 57<sup>th</sup> Avenue, 58<sup>th</sup> Avenue, Pontiac Street, and Edmonston Road will be discontinued. The proposed *TheBus* Route 16 will provide service along these streets then operate via MD Route 193 to the Springhill Lake community and the Greenbelt Metrorail Station. Current *TheBus* Route 15 service to NASA and points west along MD Route 193 that will be discontinued will be served by the proposed *TheBus* Route 15 Express as well as the proposed Metrobus Route G14/G16. Discontinued *TheBus* Route 15 service to Maryland Corporate Center will be served by the proposed Metrobus Route G14.

#### Revised Route 11 Characteristics

Days of Service: Monday through Friday  
Hours of Service: 6:00 a.m. to 8:20 p.m.  
Peak Vehicles: Two  
Frequency: Every 30 minutes

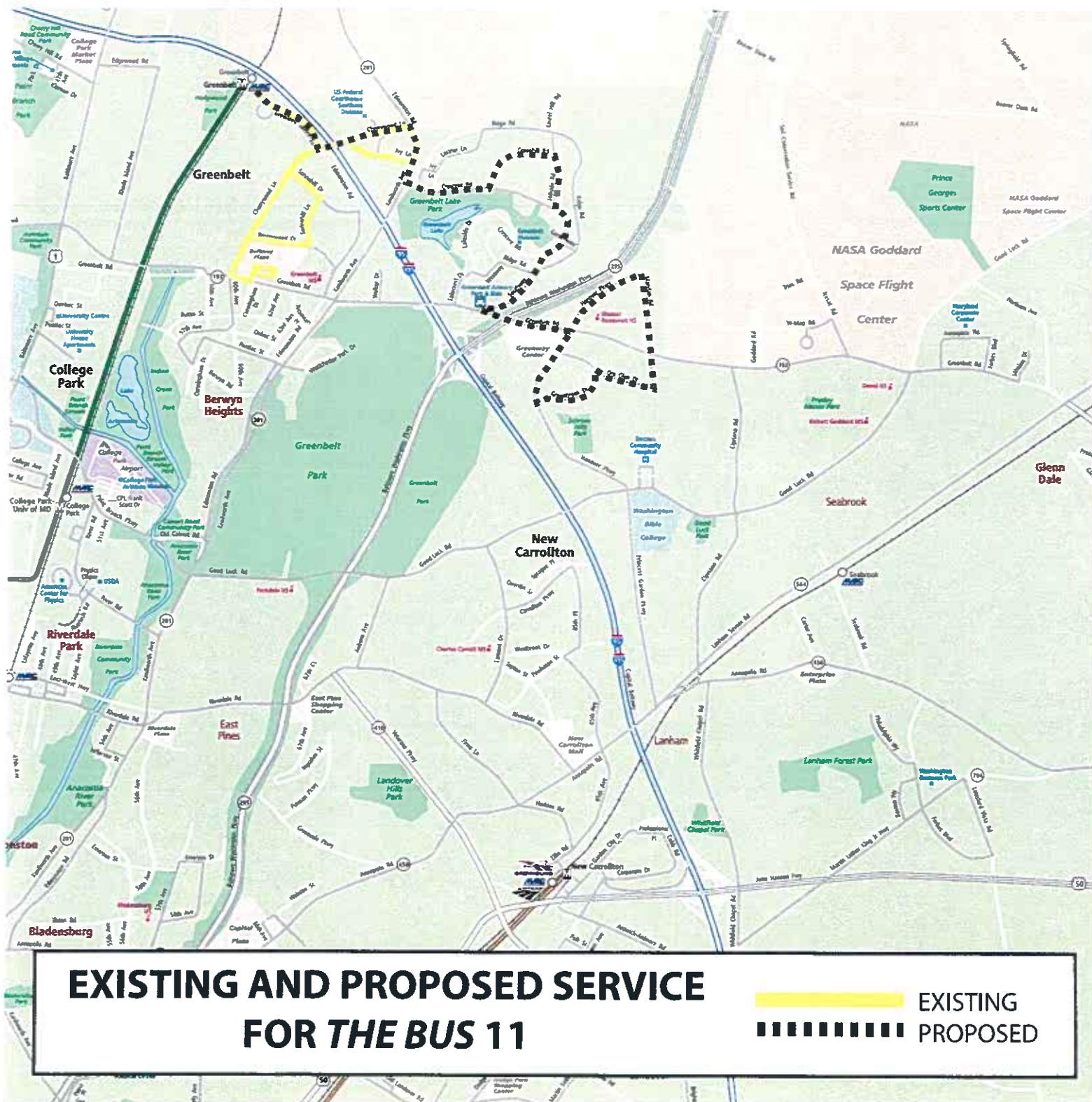
#### Proposed Route 11 Fares

\$1.00 base; free for senior citizens (60 years and older), disabled patrons and for the first child under 5 years of age. Transfers and Maryland Mover passes are available. SmarTrip cards accepted. Students ride free from 2:00 p.m. to 7:00 p.m., Monday through Friday.

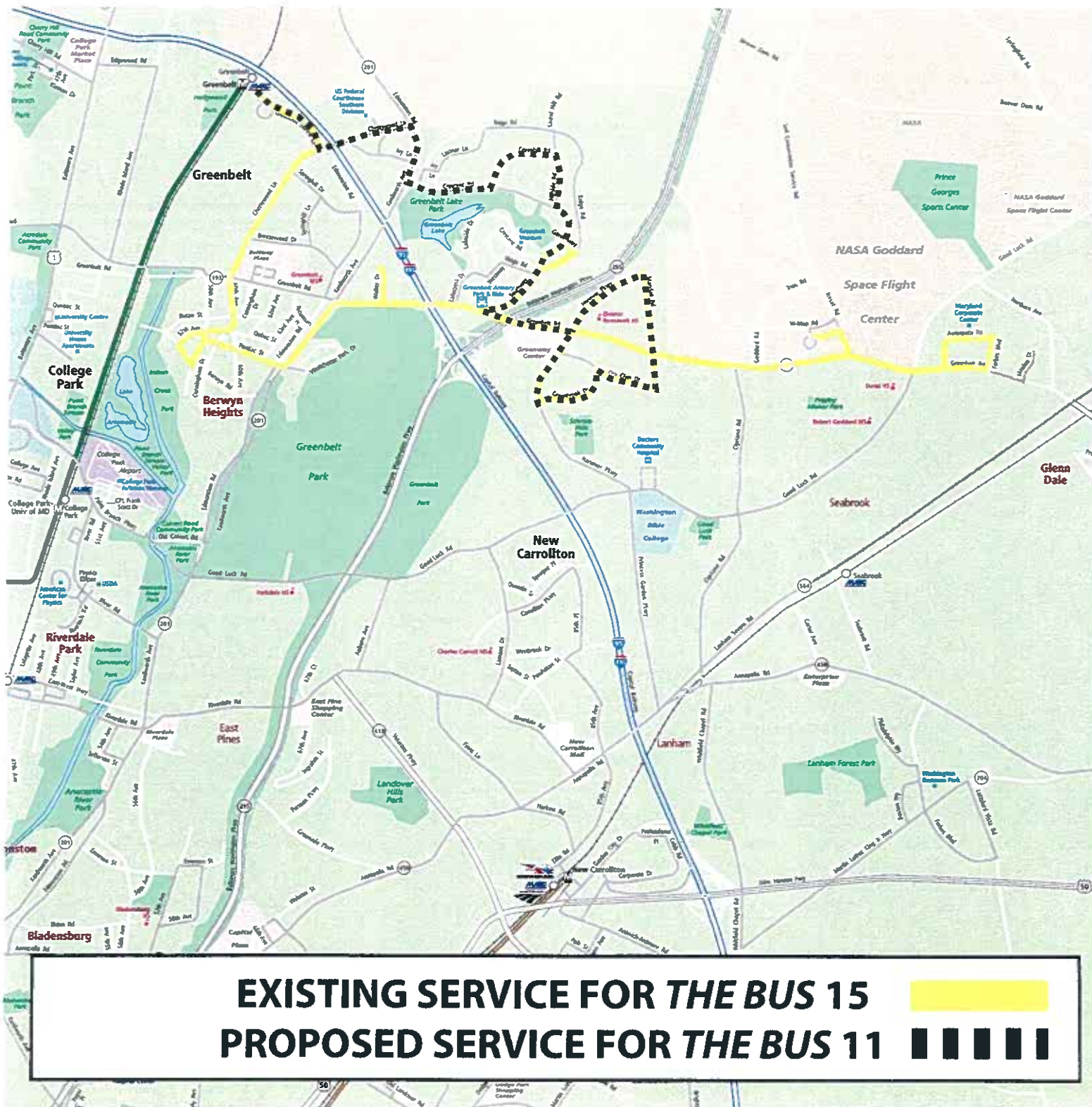
#### Reasons for Proposal

To increase ridership and the level of service provided by **TheBus** Routes 11 and 15 through the addition of daily trips and later evening service hours and an increase in service area coverage. Increased service coverage area will add and improve connectivity between points along the route and within Greenbelt. Since FY2006, **TheBus** Routes 11 and 15 rank 25th and 23rd in ridership out of 25 **TheBus** routes. Improvements to these routes are part of the comprehensive bus transit restructure proposed in the Greenbelt area. The proposed **TheBus** Route 11 will serve Greenbelt Center and communities in Greenbelt East along Ora Glen Drive and Mandan Road. Service resources of the existing **TheBus** Route 11 and **TheBus** Route 15 are restructured and combined to create the proposed **TheBus** Route 11.









## ROUTE DESCRIPTION FOR PROPOSED *TheBus* ROUTE 15 EXPRESS

### Proposed Route 15 Express Service Area

Greenbelt Metrorail Station/Goddard Visitors Center/New Carrollton Metrorail Station

### Proposed Route 15 Express Service Routing

Proposed *TheBus* Route 15 Express will operate from Greenbelt Metrorail Station, via Cherrywood Lane, MD Route 193 (Greenbelt Road), NASA Goddard Visitor's Center, Cipriano Road, MD Route 564 (Lanham Severn Road), MD Route 450 (Annapolis Road), and Ellin Road and terminate at the New Carrollton Metrorail Station.

### Discontinued Route 15 Express Coverage

Discontinued *TheBus* Route 15 Express service along MD Route 193 (Greenbelt Road) west of ICESAT Road will be covered by proposed Metrobus Route G14. Service will be discontinued without replacement on the loop using Forbes Boulevard and Aerospace Road. The proposed *TheBus* Route 15 Express will provide service to NASA Visitors Center via ICESAT Road and WMAP Road to replace service now provided by *TheBus* Route 15 and designated Metrobus Route T16/T17 trips. Also service along the segment of MD Route 193 (Greenbelt Road) between Hanover Parkway and Mandan Road discontinued by *TheBus* Route 15 will be served with the proposed *TheBus* 15 Express and proposed Metrobus Route G14/G16.

### Revised Route 15 Express Characteristics

Days of Service:	Monday through Friday
Hours of Service:	6:00 a.m. to 9:40 a.m. and 3:30 p.m. to 7:10 p.m.
Peak Vehicles:	Two
Frequency:	Every 40 minutes

### Fares

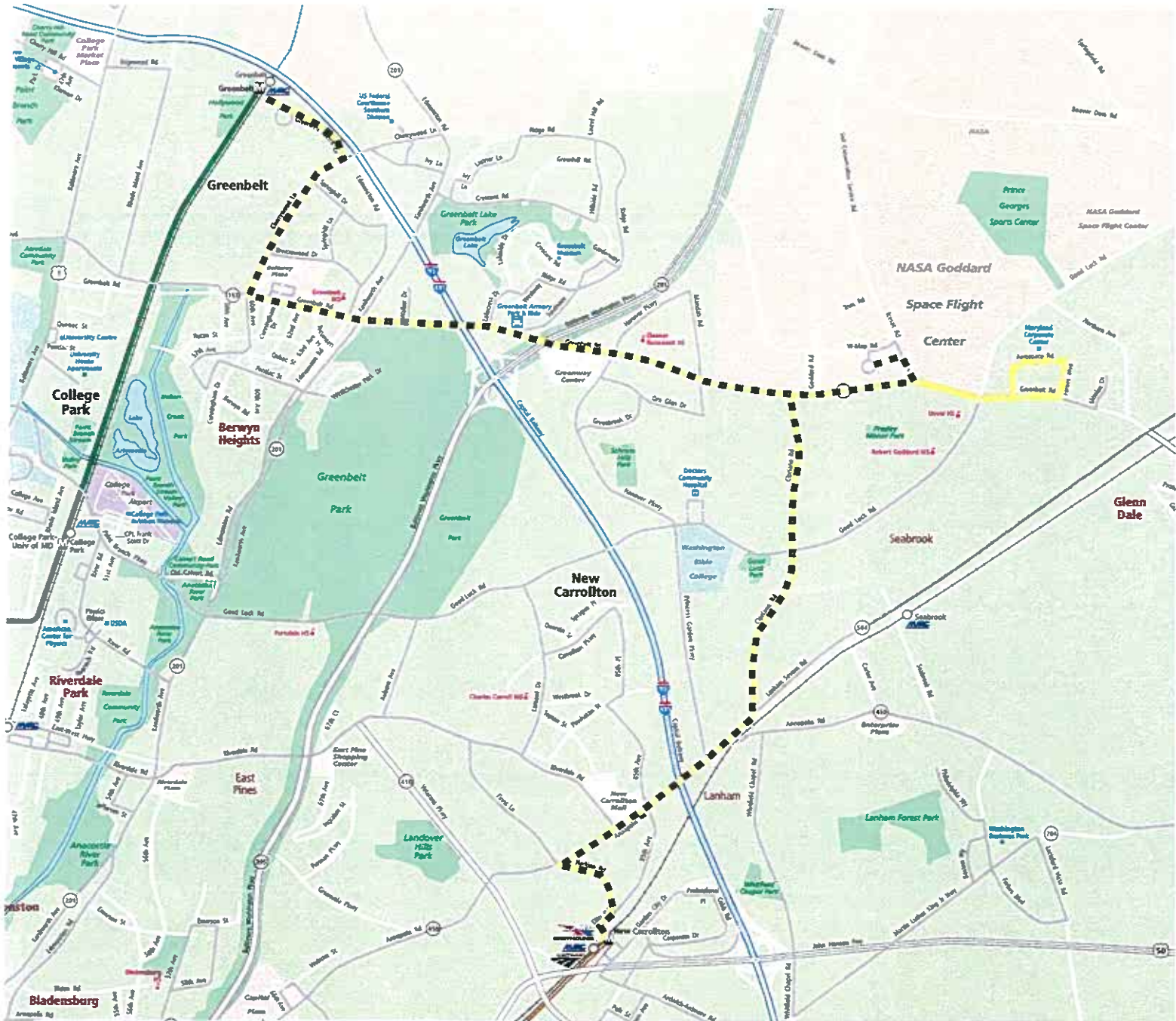
\$1.00 base; free for senior citizens (60 years and older), disabled patrons and for the first child under 5 years of age. Transfers and Maryland Mover passes are available. SmarTrip cards accepted. Students ride free from 2:00 p.m. to 7:00 p.m., Monday through Friday.

### Reasons for Proposal

To increase ridership and the level of transit service provided by *TheBus* Route 15 Express through the addition of peak period trips and earlier and later service hours. Increased service will improve cost effectiveness and allow increased access to points along the route. Since FY2006, *TheBus* Route 15 Express ranks 23rd of 25 routes in ridership performance. Improvements to the route are part of the

comprehensive bus transit restructure proposed in the Greenbelt area. Proposed **TheBus** Route 15 Express will serve the NASA Goddard Visitors Center which is currently served by **TheBus** Route 15 and designated Metrobus Route T16/T17 trips. **TheBus** Route 15 will be merged with **TheBus** Route 11 to create the proposed **TheBus** Route 11.





# EXISTING AND PROPOSED SERVICE FOR THE BUS 15X

 EXISTING  
 PROPOSED



## ROUTE DESCRIPTION FOR PROPOSED *TheBus* ROUTE 16

### Proposed Route 16 Service Area

Greenbelt Metrorail Station/Berwyn Heights/Doctors Community Hospital/  
New Carrollton Metrorail Station

### Proposed Route 16 Service Routing

The proposed *TheBus* Route 16 will operate from Greenbelt Metrorail Station, Cherrywood Lane, Springhill Drive, Springhill Lane, Breezewood Drive, Cherrywood Lane, 60<sup>th</sup> Avenue, 57<sup>th</sup> Avenue, Berwyn Road, 58<sup>th</sup> Avenue, Pontiac Street, Kenilworth Avenue, MD Route 193 (Greenbelt Road), Hanover Parkway, Good Luck Road, Doctors Community Hospital, Good Luck Road, Lamont Drive, Riverdale Road, MD Route 450 (Annapolis Road), 85<sup>th</sup> Avenue and terminate at the New Carrollton Metrorail Station.

### Discontinued Route 16 Coverage

*TheBus* Route 16 service along MD Route 193 (Greenbelt Road) between Cherrywood Lane and Kenilworth Avenue is discontinued. Replacement service will be provided by the proposed *TheBus* Route 15 Express, proposed Metrobus Route G14/16 and proposed Metrobus Route R12.

### Proposed Route 16 Characteristics

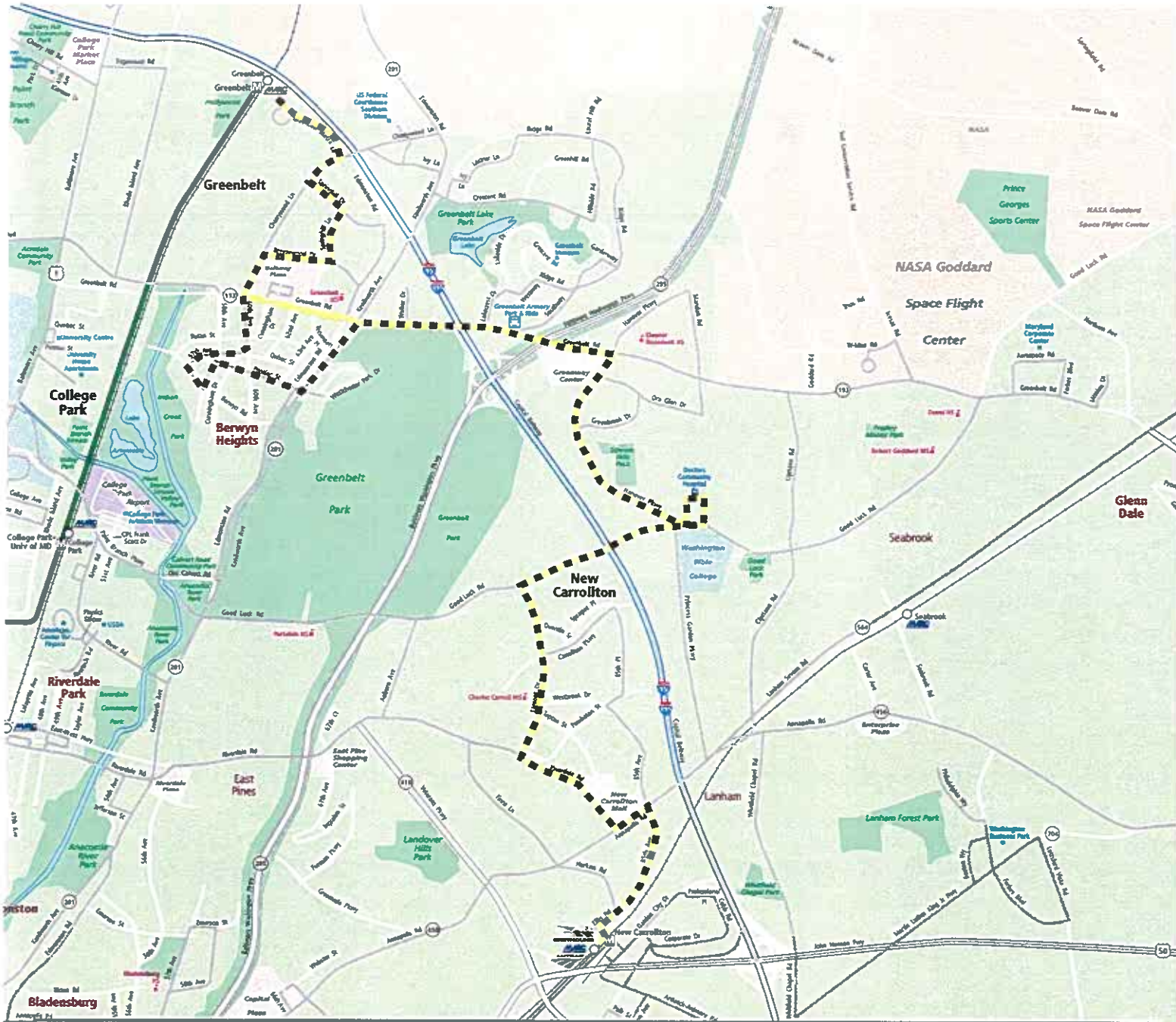
Days of Service:	Monday through Friday
Hours of Service:	5:30 a.m. to 8:14 p.m.
Peak Vehicles:	Two
Frequency:	Every 20 minutes (peak), Every 30 minutes (off peak)

### Proposed Route 16 Fares

\$1.00 base; free for senior citizens (60 years and older), disabled patrons and for the first child under 5 years of age. Transfers and Maryland Mover passes are available. SmarTrip cards accepted. Students ride free from 2:00 p.m. to 7:00 p.m., Monday through Friday.

### Reasons for Proposal

To increase ridership and the level of transit service provided by *TheBus* Route 16 through increased service frequency, more bus trips and enhanced service coverage. Increased service frequency will result in a higher level of service. Since FY2006, *TheBus* Route 16 ranks 7th of 25 routes. Improvements to the route are part of the comprehensive bus transit restructure proposed in the Greenbelt area. The proposed *TheBus* Route 16 will provide transit access to the Springhill Lake community, Berwyn Heights, and communities along Good Luck Road.



# **EXISTING AND PROPOSED SERVICE FOR THE BUS 16**

**EXISTING**  
**PROPOSED**

**Greenbelt Bus Transit Service Restructure**  
**Matrix of *TheBus* Service Characteristics- Existing vs. Proposed**

Route		Span of Service	Frequency (Peak)	Daily # of Bus Trips
<b>11</b>	existing	6:00am-6:50pm	:30	26
	proposed	6:00am-8:00pm	:30	28
<b>15</b>	existing	6:00am-7:50pm	:60	28
	proposed	route to be merged with <i>TheBus</i> Route 11	:30	28
<b>15Ex</b>	existing	6:00am-9:40am, 3:30pm-7:10pm	:80	12
	proposed	6:00am-10:45am, 3:30pm-8:00pm	:80	14
<b>16</b>	existing	5:30am-8:14pm	:30	47
	proposed	5:30am-8:14pm	:20	54

Road		Span of Service	Frequency (Peak)	Daily # of Bus Trips
Cherrywood Lane	existing	5:30 am - 8:14 pm	:30	113
	proposed	5:30 am - 8:14 pm	:30	85
Greenbelt Metro Dr	existing	5:30 am - 8:14 pm	:30	113
	proposed	5:30 am - 8:14 pm	:30	85
Greenbelt Road	existing	5:30 am - 8:14 pm	:30	87
	proposed	5:30 am - 8:14 pm	:20	85
Breezwood Dr	existing	5:30 am - 8:14 pm	:30	73
	proposed	5:30 am - 8:14 pm	:30	54
Annapolis Rd	existing	5:30 am - 8:14 pm	:30	59
	proposed	5:30 am - 8:14 pm	:30	54
Cipriano Rd	existing	6:00 am - 7:10 pm	:80	12
	proposed	6:00 am - 7:10 pm	:80	12
Southway	existing	6:00 am - 7:50 pm	:60	28
	proposed	6:00 am - 8:00 pm	:45	26
Hanover Pkwy	existing	5:30 am - 8:14 pm	:30	75
	proposed	5:30 am - 8:14 pm	:30	73
Greenbrook Dr	existing	6:00 am - 7:50 pm	:60	28
	proposed	6:00 am - 8:00 pm	:45	26
Mandan Rd	existing	6:00 am - 7:50 pm	:60	28
	proposed	6:00 am - 8:00 pm	:45	26
Crescent Rd	existing	6:00 am - 7:50 pm	:60	28
	proposed	6:00 am - 8:00 pm	:45	26
Kenilworth Ave	existing	6:00 am - 7:50 pm	:60	28
	proposed	5:30 am - 8:14 pm	:30	73
Hillside Rd	existing	no existing service	no existing service	no existing service
	proposed	6:00 am - 8:00 pm	:45	26
Riverdale Rd	existing	5:30 am - 8:14 pm	:30	47
	proposed	5:30 am - 8:14 pm	:20	54
85th Ave	existing	5:30 am - 8:14 pm	:30	47
	proposed	5:30 am - 8:14 pm	:20	54
Lamont Dr	existing	5:30 am - 8:14 pm	:30	47
	proposed	5:30 am - 8:14 pm	:20	54

**Greenbelt Bus Transit Service Restructure**  
**Matrix of *TheBus* Service Characteristics- Existing vs. Proposed**

Generators		Span of Service	Frequency (Peak)	Daily # of Bus Trips
Greenbelt Metrorail Station	existing	5:30am-8:14pm	:30	113
	proposed	5:30pm-8:20pm	:30	102
Springhill Lake	existing	5:30am-8:14pm	:30	73
	proposed	5:30am-8:14pm	:30	54
Beltway Plaza	existing	6:00am-6:24pm	:30	26
	proposed	5:30am-8:14pm	:20	54
US Federal Courthouse	existing	6:00am-6:24pm	:30	26
	proposed	6:00am-8:20pm	:30	28
Buddy Attick Park (Crescent Road)	existing	no existing service	no existing service	no existing service
	proposed	6:00am-8:20pm	:30	28
Greenbelt Center	existing	6:00am-7:50pm	:60	54
	proposed	6:00am-8:20pm	:30	28
Greenway Center	existing	5:30am-8:14pm	:30	44
	proposed	5:30am-8:20pm	:30	42
Post Office	existing	5:30am-8:14pm	:30	31
	proposed	6:00am-8:20pm	:30	75
Berwyn Heights Town Hall	existing	5:30am-7:50pm	:60	28
	proposed	5:30am-8:14pm	:30	60
Apartments (Mandan NOG)	existing	6:00am-7:50pm	:60	28
	proposed	6:00am-8:20pm	:30	26
Apartments (Hanover NOG)	existing	6:00am-7:50pm	:60	28
	proposed	6:00am-8:20pm	:30	26
Eleanor Roosevelt HS	existing	6:00am-7:50pm	:60	40
	proposed	6:40am-8:00pm	:80	14
Doctors Community Hospital	existing	5:30am-8:14pm	:30	47
	proposed	5:30am-8:14pm	:20	54
Carrollton Mall	existing	5:30am-8:14pm	:30	47
	proposed	5:30am-8:14pm	:20	54
New Carrollton Metrorail Station	existing	5:30am-8:14pm	:30	59
	proposed	5:30am-8:14pm	:20	54

Denotes improvements to Span of Service, Frequency, or Daily # of Bus Trips



### ***TheBus*** Ridership Rankings by Route

<b>Ranking</b>	<b>Route #</b>	<b>FY 2006-2010 Total Ridership</b>
1	21	1,327,277
2	20	1,303,919
3	18	1,296,282
4	32	1,224,866
5	51	1,111,420
6	24	1,078,398
7	16	1,049,328
8	33	837,011
9	14	693,825
10	23	664,960
11	30	655,420
12	21x	652,418
13	34	568,307
14	26	523,944
15	12	414,835
16	27	401,886
17	13	376,902
18	17	354,089
19	22	342,257
20	28	242,537
21	25	231,947
22	15	200,155
23	15x	194,846
24	53	181,521
25	11	156,176

**16,084,526**

## ROUTE DESCRIPTION FOR PROPOSED METROBUS ROUTE C2

### Proposed Metrobus Route C2 Service Area

Greenbelt Metrorail Station, College Park Metrorail Station, University of Maryland, Langley Park, University Boulevard, and Wheaton Metrorail Station

### Proposed Metrobus Route C2 Service Routing

Proposed Metrobus Route C2 will be replaced by other service between Greenbelt Center and Greenbelt Metrorail Station. There would be no change to the Metrobus Route C2 routing between Greenbelt Metrorail Station and Wheaton Metrorail Station and minimal adjustment to the schedule.

Metrobus Route C2 will be replaced by other service between Greenbelt Center and Greenbelt Station. There would be no change to the C2 routing between Greenbelt Station and Wheaton Station and minimal adjustment to the schedule.

### Discontinued Metrobus C2 Coverage

Existing Metrobus Route C2 service into Beltway Plaza Shopping Center, and on MD Route 193 (Greenbelt Road) between Cherrywood Lane and Lakecrest Drive, Lakeside Drive, Westway, Ridge Road, Gradenway, and Crescent Road between Gardenway and Southway will be discontinued. Proposed Metrobus Routes G14/G16 and R12 will provide service to Beltway Plaza Shopping Center. Proposed Metrobus Route G14/G16 and proposed **TheBus** Routes 15 Express and 16 will provide coverage along MD Route 193 between Cherrywood Lane and Lakecrest Drive. In addition, proposed Metrobus Route R12 will provide coverage along MD Route 193 between Kenilworth Avenue and Cherrywood Lane. Proposed Metrobus Routes G14/G16 and G12 will provide coverage along Lakecrest Drive, Lakeside Drive, Westway, Ridge Road, Gardenway, and Crescent Road. Proposed **TheBus** Route 11 will provide coverage along Crescent Road and Southway.

### Proposed Metrobus Route C2 Route Characteristics

Days of Service:	Monday through Saturday	
Hours of Service:	5:48a.m. to 10:27 p.m.	(Weekday)
	7:18a.m. to 10:23 p.m.	(Saturday)
Frequency:	30 minutes	(Weekday peak)

### Fares

\$1.50 using SmarTrip®

\$1.70 using cash

75¢ seniors and people with disabilities

(75¢ w/ Senior SmarTrip card/ \$.85 using Cash, with proper Senior ID

### Reasons For Proposal

The Metrobus restructuring plan for Greenbelt is predicated on soliciting community input and reinvesting existing transit services to maximize transit operations with more efficient and reliable service in mind. The plan proposes to eliminate service duplication and address redundancy in a fiscally responsible manner and improve the way Metrobus and **TheBus** services in Greenbelt complement each other. Under the transit restructure, existing Metrobus Route C2 would be cut back from Greenbelt Center to Greenbelt Metrorail Station to eliminate a service which operates at a greater frequency than justified by passenger loads in Prince George's County, as rush hour frequencies are determined by passenger loads in Montgomery County. The proposed routing would also provide an alternative routing to the redundant operation in the north end of Old Greenbelt, where current Metrobus Routes R12 and T16/T17 share a route in which ridership justifies only one bus line.



# EXISTING AND PROPOSED SERVICE FOR METROBUS C2

 EXISTING  
 PROPOSED



## ROUTE DESCRIPTION FOR PROPOSED Metrobus ROUTE G12

### Proposed Metrobus Route G12 Service Area

Greenbelt Metrorail Station/Greenbelt Metro Drive/Old Greenbelt/  
Greenbelt Center/MD Route 193 (Greenbelt Road)/Doctors Community  
Hospital/Princess Garden Parkway/New Carrollton Metrorail Station.

### Proposed Metrobus Route G12 Service Routing

The proposed Metrobus Route G12 would operate from the Greenbelt Metrorail Station, via Cherrywood Lane, Ivy Lane, MD Route 201 (Kenilworth Avenue), Crescent Road, Ridge Road, Ivy Lane Lastner Lane, Ridge Road, Gardenway, Crescent Road, Southway, Ridge Road, Westway, Lakecrest Drive, MD Route 193 (Greenbelt Road), Hanover Parkway, Mandan Road, Ora Glen Drive, Hanover Parkway, Doctors Community Hospital, Princess Garden Parkway, MD Route 450 (Annapolis Road), Harkins Road, Ellin Road, and the New Carrollton Metrorail Station.

### Discontinued Metrobus Route R12 Coverage

Service coverage along Cherrywood Lane between Ivy Lane and Edmonston Road will be discontinued under the proposed Metrobus Route G12 alignment but will be covered by the proposed **TheBus** Route 11 service. Discontinued service on Edmonston Road between Cherrywood Land and Ivy Lane, on Crescent Road between Ivy lane and Hillside Road, on Hillside Road between Ridge Road and Crescent Road, and on Southway between Ridge Road and MD Route 193 (Greenbelt Road) will be covered by the proposed **TheBus** Route 11 service.

### New Timed Transfer at Greenbelt Center

The other major Greenbelt routes will be designated G14/G16. (See separate sheet for details.) Westbound G12 and G14/G16 trips will be scheduled to wait five minutes for connections with each other at Greenbelt Center so that passengers originating on one route but having a destination on the other would have a convenient connection. The same would be true of eastbound G12 and G14/G16 trips at Greenbelt Center.

### Proposed Metrobus G12 Service Characteristics

Days of Service:	Monday through Saturday
Hours of Service:	5:07 a.m. to 10:29 p.m. (Weekday) 6:32 a.m. to 10:22 p.m. (Saturday)
Frequency:	30 minutes (Weekday peak) 60 minutes (Weekday off peak and Saturday)

### Proposed Metrobus G12 Fares

\$1.50 using SmarTrip®

\$1.70 using cash

\$0.75 seniors and people with disabilities

(\$0.75 with Senior SmarTrip card, \$0.85 using cash, with proper senior ID)

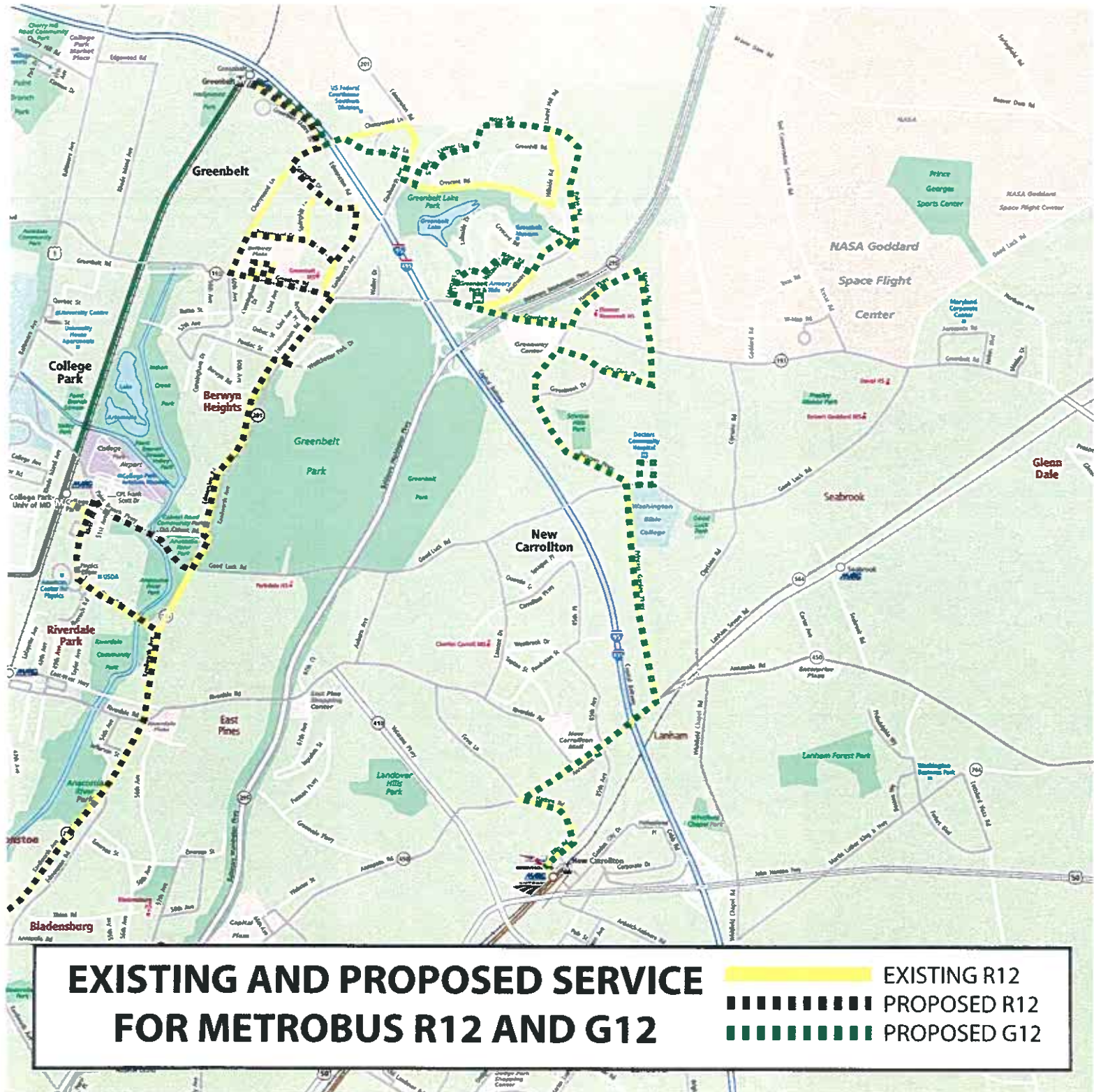
Up to two children under the age of five may ride free with a fare-paying customer

### Reasons For Proposal

The Metrobus restructuring plan for Greenbelt was designed to improve ridership and services. It was predicated on soliciting community input and reinvesting existing transit services to maximize transit operations with efficiency and reliability in mind. The plan proposes to eliminate service duplication and address redundancy in a fiscally responsible manner and improve the way Metrobus and **TheBus** services in Greenbelt complement each other.

Service would be rerouted via Ivy Lane west of MD Route 201 (Kenilworth Avenue) due to the existence of the office buildings (Capital Office Park) on both sides of the street, providing greater passenger potential than the corresponding segment of Cherrywood Lane (between Ivy Lane and Edmonston Road). There would be a one-block walk from the nearest bus stops on Cherrywood Lane (at Ivy Lane) to the Court House, which is the only destination on that segment of Cherrywood Lane.

Service is proposed to be rerouted in the north end of Old Greenbelt via Lastner Lane instead of via Hillside Road. With the proposed change in **TheBus** service in the north end to operate from Kenilworth Avenue to Greenbelt Center via Crescent Road, Greenhill Road, Hillside Road, and Crescent Road, this proposal would make north end bus service accessible to more local residents of Greenbelt. The purpose of the new timed transfer at Greenbelt Center is to maximize connectivity within Greenbelt.



## ROUTE DESCRIPTION FOR PROPOSED METROBUS ROUTE G14/G16

### Proposed Metrobus Route G14/G16 Service Area

Greenbelt Metrorail Station, Beltway Plaza Shopping Center, Greenbelt Center, Mission Drive (G14 only), Good Luck Road, Cipriano Road, Lanham, MD Route 450 (Annapolis Road), and the New Carrollton Metrorail Station.

### Proposed Metrobus Route G14/G16 Service Routing

Proposed Metrobus Route G14/G16 will serve the Greenbelt Metrorail Station, Greenbelt Metro Drive, Cherrywood Lane, Beltway Plaza, MD Route 193 (Greenbelt Road), Lakecrest Drive, Westway, Ridge Road, Gardenway, Crescent Road, Southway, MD Route 193, Mission Drive, MD Route 193, Good Luck Road, Cipriano Road, MD Route 450 (Annapolis Road), Harkins Road, Ellin Road, and the New Carrollton Metrorail Station. In order not to delay commuters before most of the stores are open, Metrobus Route G14/G16 would not loop through Beltway Plaza during the a.m. rush.

### Discontinued Metrobus T16/T17 Coverage

Discontinued coverage along existing Metrobus T16/T17 will affect service along MD Route 201 (Kenilworth Avenue) between MD Route 193 and Crescent Road. Existing Metrobus Route T16/T17 will also be discontinued along Crescent Road between Kenilworth Avenue and Hillside Road, Hillside Road, and Ridge Road between Hillside Road and Gardenway. In Greenbelt East, service is discontinued along the segments of Hanover Parkway and Mandan Road north of Greenbelt Road. Discontinued service also will be service to the NASA Visitor Center via ICESAT Road and WMAP Road off of Greenbelt Road due to low ridership. Service along Good Luck Road between Cipriano Road and Doctors Community Hospital now provided by Metrobus Routes T16/T17 will also be discontinued.

Proposed **TheBus** Route 11 will provide coverage along Crescent Road between MD Route 201 (Kenilworth Avenue) and new service on Greenhill Road. It will also provide service along Hillside Road between Greenhill Road and Crescent Road. In Greenbelt East, Hanover Parkway and Mandan Road segments that are north of Greenbelt Road will be covered by proposed **TheBus** Route 11 and proposed Metrobus Route G12. Proposed **TheBus** Route 15 Express will provide service to the NASA Visitor Center via ICESAT Road and WMAP Road. The Main Gate entrance to NASA accommodates the vast majority of passengers to and from the facility and would continue to be served under the proposed Metrobus Routes G14/G16. Coverage will be discontinued along Good Luck Road between Doctors Community Hospital and Cipriano Road. Doctors



Community Hospital will be served by proposed **TheBus** Route 16 and proposed Metrobus Route G12.

#### New Timed Transfer at Greenbelt Center

The other major Greenbelt route will be designated G12. (See separate sheet for details.) Proposed eastbound G12 and G14/G16 trips will be scheduled to wait five minutes for connections with each other at Greenbelt Center so that passengers originating on one route but having a destination on the other would have a convenient connection. The same would be true of proposed eastbound G12 and G14/G16 trips at Greenbelt Center.

#### Proposed Metrobus Route G14/G16 Route Characteristics

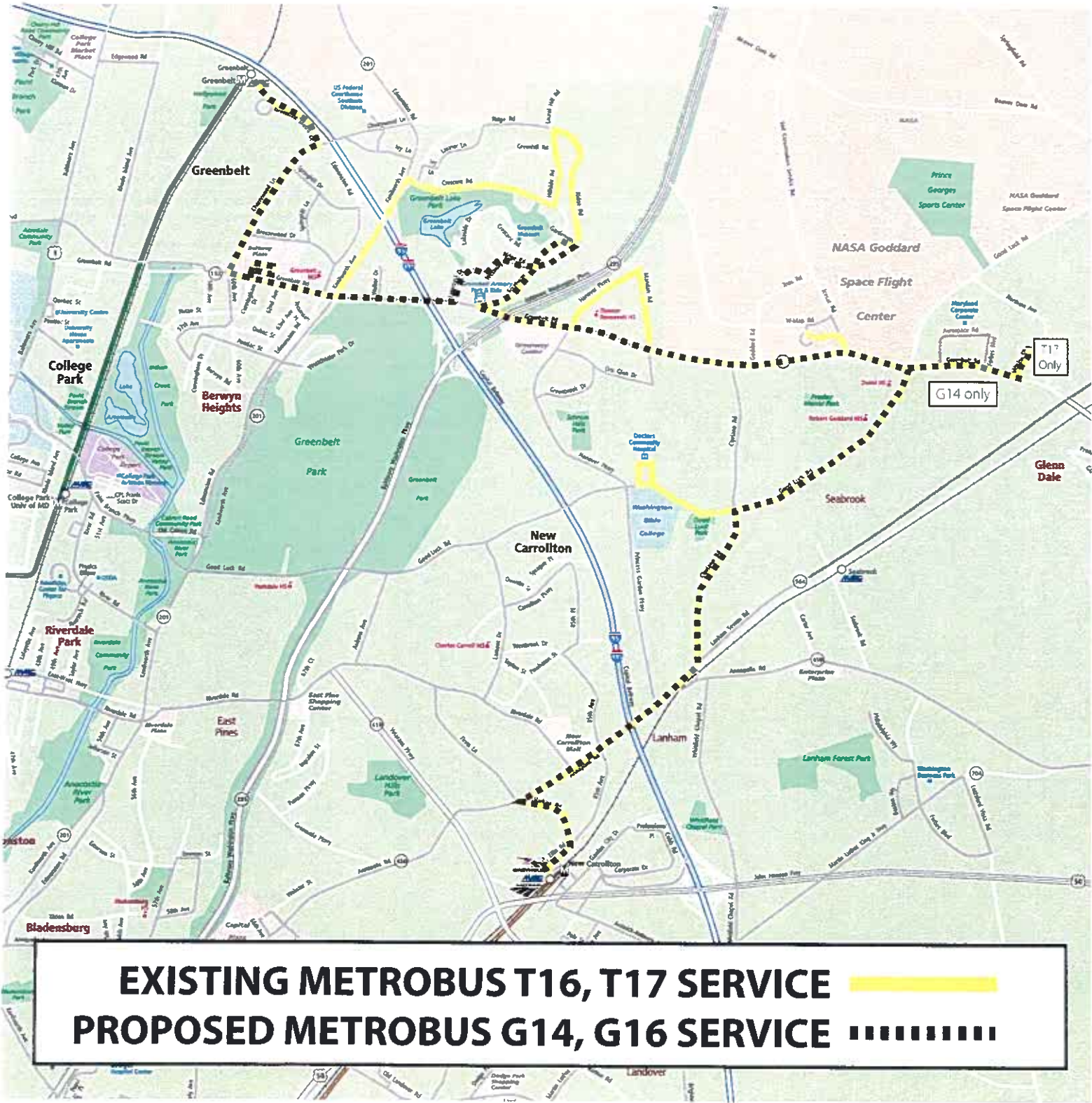
Days of Service:	Monday through Saturday
Hours of Service:	5:03am to 10:45pm (Weekday)
	6:40am to 10:20pm (Saturday)
Frequency:	30 minutes (Weekday peak)
	60 minutes (Weekday off peak and Saturday)

#### Fares

\$1.50 using SmarTrip®  
\$1.70 using cash  
\$0.75 seniors and people with disabilities  
(\$0.75 with Senior SmarTrip card/ \$.85 using Cash, with proper Senior ID)

#### Reasons For Proposal

The Metrobus restructuring plan for Greenbelt is predicated on soliciting community input and reinvesting existing transit services to maximize transit operations with efficiency and reliability in mind. The plan proposes to eliminate service duplication and address redundancy in a fiscally responsible manner and improve the way Metrobus and **TheBus** services in Greenbelt complement each other. Proposed Metrobus G14 would operate weekday midday in addition to peak periods to meet requests for service to a Social Security Administration field office east of the Greenbelt Road/Good Luck Road intersection. The purpose of the new timed transfer at Greenbelt Center is to maximize connectivity within Greenbelt.



**EXISTING METROBUS T16, T17 SERVICE** —————

**PROPOSED METROBUS G14, G16 SERVICE** - - - - -

## ROUTE DESCRIPTION FOR PROPOSED Metrobus ROUTE R12

### Proposed Metrobus Route R12 Service Area

Greenbelt Metrorail Station/Empirian Village (formerly Springhill Lake)/Beltway Plaza/MD Route 193 (Greenbelt Road)/Edmonston Road/Kenilworth Avenue/College Park Metrorail Station/UMD Physics Ellipse Building/Deanwood Metrorail Station.

### Proposed Metrobus Route R12 Service Routing

The proposed Metrobus Route R12 will operate from the Greenbelt Metrorail Station, Cherrywood Lane, Springhill Drive, Edmonston Road, Breezewood Drive, Cherrywood Lane, MD Route 193 (Greenbelt Road), Beltway Plaza, MD Route 193 (Greenbelt Road), MD Route 201 (Kenilworth Avenue), Westchester Park Drive, Pontiac Street, Edmonston Road, Paint Branch Parkway, River Road, College Park Metrorail Station, River Road, MD Route 201 (Kenilworth Avenue) to Deanwood Metrorail Station.

### Discontinued Metrobus Route R12 Coverage

Existing Metrobus Route R12 service coverage along Cherrywood Lane between Springhill Drive and Breezewood Drive will be covered by the proposed Metrobus Route G14/G16, the proposed Metrobus Route C2, and proposed **TheBus** Route 15 Express. Discontinued service on Springhill Lane between Springhill Drive and Breezewood Drive will be covered by proposed **TheBus** Route 16. Service will be discontinued on Edmonston Road between Breezewood Drive and MD Route 193 (Greenbelt Road). Discontinued service on MD Route 201 (Kenilworth Avenue) between Paint Branch Parkway/Good Luck Road and River Road is not covered by any alternate service.

### Proposed Metrobus Route R12 Service Characteristics

Days of Service:	Monday through Saturday
Hours of Service:	4:59 a.m. to 10:02 p.m. (Weekday)
	8:00 a.m. to 10:43 p.m. (Saturday)
Frequency:	30 minutes (Weekday peak)
	60 minutes (Weekday off peak and Saturday)

### Proposed Metrobus Route R12 Fares

\$1.50 using SmarTrip®

\$1.70 using cash

\$0.75 seniors and people with disabilities

(\$0.75 with Senior SmarTrip card, \$0.85 using cash, with proper senior ID)

Up to two children under the age of five may ride free with a fare-paying customer

### Reasons for Proposal

The Metrobus restructuring plan for Greenbelt was designed to improve ridership and services. It was predicated on soliciting community input and reinvesting existing transit services to maximize transit operations with efficiency and reliability in mind. The plan proposes to eliminate service duplication and address redundancy in a fiscally responsible manner and improve the way Metrobus and **TheBus** services in Greenbelt complement each other. The current Metrobus Route R12 would be split into two routes (proposed Route R12 and proposed Route G12) at the Greenbelt Metrorail Station due to its present excessive length and the consequent difficulty in maintaining the schedule. This will provide more consistent and reliable travel times overall. The splitting of the R12 was proposed in the County's Transit Service and Operations Plan and supported by the City's transit plan. In order not to delay commuters before most of the stores are open, Metrobus Route R12 will not loop through Beltway Plaza during the a.m. rush.



**Greenbelt Bus Transit Service Restructure**  
**Matrix of WMATA Metrobus Service Characteristics - Existing vs. Proposed**

Route		Span of Service - Weekday	Frequency (Peak)	# of Bus Trips
<b>C2</b>	existing	5:48a.m. - 9:44p.m.	:30	86
	proposed	weekday service to Greenbelt Metorail Station replaced by G14, G16		
<b>R12</b>	existing	5:08a.m. - 10:31p.m.	:30	53
<b>G12</b>	proposed	5:07a.m. - 10:29p.m.	:30	55
<b>R12</b>	proposed	4:59a.m. - 10:02p.m.	:30	56
<b>T16</b>	existing	4:58a.m. - 9:05p.m.	:30	20
<b>G16</b>	proposed	5:03a.m. - 10:45p.m.	:30	33
<b>T17</b>	existing	4:58a.m. - 9:05p.m.	:30	46
<b>G14</b>	proposed	5:03a.m. - 10:45p.m.	:30	8

Route		Span of Service - Saturday	Frequency (Peak)	# of Bus Trips
<b>C2</b>	existing	7:22a.m. - 9:27p.m.	:30	65
	proposed	see G16 for replacement	see G16 for replacement	see G16 for replacement
<b>R12</b>	existing	7:30a.m. - 9:23p.m.	:60	27
<b>G12</b>	proposed	6:32a.m. - 10:22p.m.	:60	28
<b>R12</b>	proposed	8:00a.m. - 10:43p.m.	:60	28
<b>T16</b>	existing	8:23a.m. - 8:15p.m.	:60	24
<b>G16</b>	proposed	6:40a.m. - 10:20p.m.	:60	27

**Greenbelt Bus Transit Service Restructure**  
**Matrix of WMATA Metrobus Service Characteristics - Existing vs. Proposed**

Road		Span of Service	Frequency	# of Bus Trips
Cherrywood Lane	existing	5:48a.m. - 9:44p.m.	:30	159
	proposed	4:58a.m. - 9:05p.m.	:30	110
Greenbelt Metro Dr	existing	5:48a.m. - 9:44p.m.	:30	159
	proposed	4:23a.m. - 1:48a.m.	:30	156
Greenbelt Road	existing	4:58a.m. - 10:31p.m.	:30	159
	proposed	4:58a.m. - 9:05p.m.	:30	102
Edmonston Rd	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	4:59a.m. - 10:02p.m.	:30	56
Mission Dr	existing	4:58a.m. - 9:05p.m.	:30	33
	proposed	5:03a.m. - 10:45p.m.	:30	46
Breezewood Dr	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	4:59a.m. - 10:02p.m.	:30	56
Annapolis Rd	existing	4:58a.m. - 10:31p.m.	:30	73
	proposed	5:03a.m. - 10:45p.m.	:30	101
Cipriano Rd	existing	4:58a.m. - 9:05p.m.	:30	20
	proposed	5:03a.m. - 10:45p.m.	:30	46
Southway	existing	4:23a.m. - 1:48a.m.	:30	73
	proposed	4:58a.m. - 9:05p.m.	:30	46
Hanover Pkwy	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	5:07a.m. - 10:29p.m.	:30	56
Ora Glen Dr	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	5:07a.m. - 10:29p.m.	:30	55
Mandan Rd	existing	4:58a.m. - 10:31p.m.	:30	73
	proposed	5:07a.m. - 10:29p.m.	:30	55
Crescent Rd	existing	4:58a.m. - 10:31p.m.	:30	73
	proposed	5:07a.m. - 10:29p.m.	:30	55
Kenilworth Ave	existing	4:58a.m. - 10:31p.m.	:30	53
	proposed	4:59a.m. - 10:02p.m.	:30	56
Ridge Road	existing	4:58a.m. - 10:31p.m.	:30	159
	proposed	5:07a.m. - 10:29p.m.	:30	102
Princess Garden Pkwy	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	5:07a.m. - 10:29p.m.	:30	55
Ivy Lane	existing	no existing Metrobus svc		
	proposed	5:07a.m. - 10:29p.m.	:30	55
Lastner Lane	existing	no existing Metrobus svc		
	proposed	5:07a.m. - 10:29p.m.	:30	55
Harkins Rd	existing	4:58a.m. - 10:31p.m.	:30	73
	proposed	4:59a.m. - 10:45p.m.	:30	101

**Greenbelt Bus Transit Service Restructure**  
**Matrix of WMATA Metrobus Service Characteristics - Existing vs. Proposed**

<b>Generators</b>		<b>Span of Service</b>	<b>Frequency (Peak)</b>	<b># of Bus Trips</b>
<b>Greenbelt Metrorail Station</b>	existing	4:58a.m. - 10:31p.m.	:30	172
	proposed	5:03a.m. - 10:45p.m.	:30	243
<b>Springhill Lake</b>	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	4:59a.m. - 10:02p.m.	:30	53
<b>Empirian Village</b>	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	4:59a.m. - 10:02p.m.	:30	53
<b>Beltway Plaza</b>	existing	5:08a.m. - 10:31p.m.	:30	172
	proposed	5:03a.m. - 10:45p.m.	:30	102
<b>US Federal Courthouse</b>	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	no proposed Metrobus svc		
<b>Buddy Attick Park (Crescent Road)</b>	existing	5:48a.m. - 9:44p.m.	:30	86
	proposed	5:03a.m. - 10:45p.m.	:30	46
<b>Greenbelt Center</b>	existing	4:58a.m. - 10:31p.m.	:30	172
	proposed	4:59a.m. - 10:45p.m.	:30	101
<b>Greenway Center</b>	existing	5:08a.m. - 10:31p.m.	:30	86
	proposed	4:59a.m. - 10:45p.m.	:30	101
<b>Post Office</b>	existing	5:08a.m. - 10:31p.m.	:30	53
	proposed	5:07a.m. - 10:29p.m.	:30	55
<b>Apartments (Mandan NOG)</b>	existing	4:58a.m. - 10:31p.m.	:30	86
	proposed	5:07a.m. - 10:29p.m.	:30	55
<b>Apartments (Hanover NOG)</b>	existing	4:58a.m. - 10:31p.m.	:30	86
	proposed	5:07a.m. - 10:29p.m.	:30	55
<b>Eleanor Roosevelt HS</b>	existing	4:58a.m. - 10:31p.m.	:30	86
	proposed	4:59a.m. - 10:45p.m.	:30	101
<b>Doctors Community Hospital</b>	existing	4:58a.m. - 9:05p.m.	:30	33
	proposed	5:07a.m. - 10:29p.m.	:30	55
<b>New Carrollton Mall</b>	existing	4:58a.m. - 10:31p.m.	:30	86
	proposed	4:59a.m. - 10:45p.m.	:30	101
<b>NASA Goddard Visitors Center</b>	existing	4:58a.m. - 9:05p.m.	:30	53
	proposed	5:03a.m. - 10:45p.m.	:30	46
<b>New Carrollton Metrorail Station</b>	existing	4:58a.m. - 10:31p.m.	:30	86
	proposed	4:59a.m. - 10:45p.m.	:30	101